CALIFORNIA MARITIME RARITY.

Twenty-fourth Anniversary of the Society of California Pioneers. (Celebrating the 25th Anniversary of the Admission of California into statehood. Oration: By Dr. J. D. B. Stillman. Poem: By Mrs. James Neal. 8vo., orig. wrappers. S. F., 1874. 47 pp.) Contains "List of Passenger Arrivals" at the Port of San Francisco, for the year 1849. The destruction of the Custom House by fire, in 1851, made it very difficult, if not impossible, to give a complete list before that date, as will appear from the following note: "The original records, in which the arrivals from March 26th to July 1st, were registered were so much defaced by mud and water as to be difficult to be copied and some portions were entirely destroyed. Edward A. King, Acting U. S. Surveyor and Harbor Master. San Francisco, June, 1851. The List of vessels, furnished by Mr. King, was in the possession of the Pioneer Association of San Francisco; and the original records of arrivals, from July 12th to the end of the year, was also in the keeping of the Society. Whether there were any records kept previous to March 26th in 1849 seems to be doubtful. The last 10 pages of the above 47 page pamphlet lists from March 31st, 1849 to Dec. 20, 1849, approximately 550 vessels-stating name of vessel; where from; date of arrival; days of passage; tonage; and number of passengers. As the original records of the Society of California Pioneers were entirely destroyed in the earthquake and fire of 1906; the only available source of the above information is to found in the pamphlet, herein described, and which we have no hesitancy of describing it as very rare. $17.50

Twenty-Fourth Anniversary

OF THE

CORPORATE SOCIETY

OF

California Pioneers.

ORATION:

By Dr. J. D. B. Stillman.

POEM:

By Mrs. James Neall.

SAN FRANCISCO:
PUBLISHED BY ORDER OF THE SOCIETY.
1874.

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Twenty-Fourth Anniversary

of the

Society of California Pioneers,

SEPTEMBER 9, 1874.

The Quarter-Centennial Celebration of the Society of California Pioneers, being the Twenty-fourth Anniversary, took place on the above date, and the Pioneer Societies of the interior joined in the exercises. The Pioneers met at the Hall at 9 A. M., where they formed in the following order:

Escort.

First, Second, and Third Regiments of the Second Brigade, N. G. C.,
Brigadier-General John Hewston, Jr., commanding.

Marshal of the Society, Wm. Huefner.

Aid, E. B. Buffandeau.

Twelfth Infantry Band.

Interior Societies, according to the date of their organization,
under the Marshalship of
E. B. Vreeland.

Invited Guests.

Orator.

Poet.

Chaplain.

Acting President of the Society and present Officers.
Fourth Artillery Band.
SOCIETY OF CALIFORNIA PIONEERS,
Under the Marshalship of JAMES L. HOMER.

The Procession started at 10 A. M., and proceeded along Montgomery to Market, to Eleventh, to Mission Street, thence to Woodward's Gardens, where the following exercises took place:

1—March, specially composed by L. Heidenreich, leader of the Twelfth Infantry Band, and dedicated to the Society of California Pioneers.

2—Prayer by the Chaplain of the Society, Rev. J. A. Benton.

3—Music by Fourth Artillery Band.

4—Address by the acting President of the Society, D. J. Staples, Esq.

5—Music by Twelfth Infantry Band.

6—Oration by Dr. J. D. B. Stillman.

7—Song, "Star Spangled Banner," by Miss Fanny Marston, accompanied by Prof. Scott on piano.

8—Music by Fourth Artillery Band.

9—Poem, composed by Mrs. James Neall, and delivered by J. E. Benton, Esq.

10—Music by Twelfth Infantry Band.

11—Benediction by Chaplain of the Society.

Immediately after the above exercises, lunch was partaken of, and at two o'clock an entertainment was given by the company of Thos. Maguire, Esq., who kindly volunteered. After the performance, there was dancing in the Pavilion, and at six o'clock the vast concourse dispersed.

LOUIS R. LULL, Secretary S. C. P.

ADDRESS OF WELCOME,

—BY—

VICE-PRESIDENT STAPLES.

PIONEERS, LADIES, AND GENTLEMEN:—We have met to celebrate this anniversary of our natal day as a State, and mark the full quarter of a century since we, as Pioneers, placed our feet on these western shores.

In casting our eyes back over these twenty-five years just ending, have we not just cause to rejoice together to-day over the work of our hands? From a comparatively unoccupied land, we have seen cities and towns arise; over broad plains, where roamed the wild mustang, the elk, and the deer, we now behold the thrifty husbandman, surrounded by luxuries such as few States can boast—a land teeming with abundance, not only for our own population, but enough to spare, wherewith to la den the white-winged messengers of commerce for other lands. And this is not all. Our lofty mountains, skirting the eastern boundary of our State, whose treasures have quickened the world and made the commercial pulse throb with redoubled vigor—what were they on our arrival? We found them almost untrodden by the foot of man, whose echoes, when awakened by the sturdy blows of the miner, sent a metallic reverberation through the commercial world unknown before, giving fresh impulse to trade, manufactures, and art.

These results to us would be but poor compensation if, with these,

we had not laid a broader foundation to a higher civilization through our schools, colleges, and happy homes. It can be truly said of Pioneers that their eyes were not blinded by the glitter of gold, nor their senses dulled by our Italian skies. Who among us, when he looks back to his arrival, cannot call up scenes that if described by a master-hand would make the stoutest heart quail? the camp-fires around which many of us have gathered to talk of loved ones left behind, or rehearsed the trials, sickness, and death of some cherished companion of the sufferings on the plains, or listened to the tempest-tossed pioneer who weathered Cape Horn, without a feeling of gratitude that we are permitted to witness this day?

Another cause of congratulation is, that among the number of those who came to found a State on this western shore, many there are who have honored by their acts the name of Pioneer—names that will never die in history. They have filled every place, from the useful mechanic and artisan to the highest in the land. All these recollections belong especially to Pioneers, to be gathered up and handed down to future generations, while their sons and daughters will point with pride to their ancestors.

Yet, of all its honored names, there is none which commands the love and gratitude of every Pioneer more for what he has done to aid by his munificent gifts this, his adopted State, than our honored President, James Lick.

Brothers of the Society of California Pioneers, members of sister societies, ladies and gentlemen, in his name whose continued ill-health prevents his presence here to-day, I most heartily and cordially welcome you.

Oration.

ORATION.

PIONEERS: The lapse of a quarter of a century since the occurrence of the stirring scenes in which you were all actors furnishes a proper occasion to take a retrospective view of them.

A quarter of a century is but a moment in the life of a nation; but to us, as individuals, it has marked the best years we had to give—what remains to us, at best, is the memory of them. Twenty-five years ago, our brethren told us to go in freedom's name and possess the land—"to read no more history until you have made it." May we not now, in the waning light of the past meridian of our lives, read some of the pages of the history that we have made?

The progress of the human race within the historic period has not been uniform like the operation of the laws that have governed it. This is true, in whatever direction we contemplate it: in religion, government, social science, and in whatever constitutes the present condition of the civilized world. In nothing is this more manifest than in its migrations; gradually accumulating within given boundaries, tribes have suddenly burst their barriers and flowed out into new lands, submerging their previous inhabitants. These movements have been determined by some new condition or necessity. The evolution of new ideas in religion, and the tyrannical efforts to suppress them, peopled the shores of New England, where for two centuries the pent-up race was gathering its forces for the next movement; when the introduction of steam as a locomotive power gave to it a new impulse, which has spread it, in a time with-

in the memory of men now living, across the whole breadth of the continent. Who of us that were reared on the Atlantic sea-board cannot remember the yearnings that came over us in our boyhood to try our fortunes in the pathless wilds of the great West, where our cousins had already gone, half regretful of the better fortune that kept us at home? then the pine forests of the Alleghanies were the *ultima thule* of our westward yearnings.

The Erie Canal had just then opened the way to the fulfillment of Bishop Berkeley's prophetic lines. The Western Reserve, then Michigan and Wisconsin, became successively the "far west"; at length the railway, superseding the slow-paced locomotion of its predecessors, practically annihilated distance, and brought the long dissevered members of one family again into social relation. With the era of internal improvement, the Celt and the Scandinavian began their remarkable migration that filled up our towns and spread out upon the prairies, closing up the avenues to emigration by the native born, by giving larger fields for enterprise in commerce and manufactures at home.

The great valley of the Mississippi rapidly filled up with organized industries. A few hardy adventurers had pushed their way over the desert slopes of the Rocky mountains

> "To lose themselves in the continuous woods
> Where rolls the Oregon."

And Texas still lured the heroic spirit to adventure and death; but the great heart of the nation was engaged in the various industries of civilized life, accumulating wealth, and consolidating its power—the poetic age of the North American pioneer seemed drawing to its close.

Such was the state of affairs when the close of the war with Mexico opened a new field for enterprise and an epoch in the history of the nation. The year was exceedingly favorable for great

movements. The thunder of artillery was yet reverberating in the political sky, the air was full of the lightning of revolution, the public nerve was quick and apprehensive. Europe was heaving from center to circumference with the evolution of political ideas; France, having banished her King, had asserted the equality and brotherhood of man; the Emperor of Austria was a fugitive from his capital among the Tyrolese—alone faithful; roused by the matchless eloquence of Kossuth the Hungarians had driven their oppressors from her soil; the Kingdom of Naples had forever banished the Bourbons from its borders; the Pope had fled from Rome before the triumphant Republicans; Venice was in arms; the King of Bavaria abdicated his throne; the capital of Prussia was in a state of siege; a change of ministry alone saved the crown of Saxony; Spain, Portugal, and Sardinia, were saved from the ravages of revolution by concessions to the popular demand for larger liberty; Ireland, under the lead of Smith O'Brien, was in revolt, and India was bleeding at every pore in a death struggle for rights wrested from her by conquest. In short, everywhere throughout the world, wherever the seeds of civil liberty had been planted, the earth was heaving with their germinal energy.

The region between the Snowy Mountains and the Pacific Ocean, acquired by the treaty with Mexico, was at this time almost as little known as the heart of Africa. From the time of its discovery down to a recent period it had been closed to all strangers with a Japanese exclusiveness. The hardy Douglas had explored its mountains and revealed some of the wonders of their flora; its seaports had been visited by eastern traders to collect the hides and tallow of cattle raised in the vicinity of the missions; deserters from these and from whaling ships touching along the coast had found their way into the interior and taken grants of land in the watered valleys of the Coast Mountains, or led a vagabond life about the sea-ports as "beach-combers."

The trappers of Bonneville * told wondering listeners around their camp fires in the Rocky Mountains, of personal adventures in California as in a region of enchantment, where it was always spring or summer, where the rivers were choked with salmon and the plains swarming with game.

In 1844 was published Farnham's † "Travels in California." His "Travels" may be considered as the exponent of all that was at that time known of the interior of California. He said: "California is an incomparable wilderness; a wilderness of groves and lawns, broken by deep and rich ravines. Along the ocean is a world of vegetable beauty, on the sides of the mountains are the mightiest trees of the earth, on the heights are the eternal snows lighted by volcanic fires." The valley of the San Joaquin he represents as the great hunting ground of the Californians; "vast herds of wild horses and elk are met with in all parts of it. The latter animal, the noble elk, is hunted by the Spaniards for his hide and tallow. These people go out in large companies with fleet horses and lasso them, as they do bullocks near the coast. The deer, also, and antelope, are found in great numbers, and are killed for the same purpose. The grizzly bear inhabits the mountain sides and upper vales. These are so numerous, fat, and large, that a common sized ship might be laden with oil from the hunt of a single season. A noble and valuable vale is that of the San Joaquin; six hundred miles of prairie covered with grass and wild oats, cut by streams, shaded with lofty forests."

Of the valley of the Sacramento he presented a still more fascinating picture. "The oak, the plain tree of immense size; the

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*See Irving's "Adventures of Capt. Bonneville."

† Thomas J. Farnham was a teacher in Northern New York, afterwards a lawyer in Illinois, whence he made the overland journey to Oregon in 1840, returning by the way of the Sandwich Islands and California. He returned to California in 1844-5, and died at San Francisco September 13th, 1848. The *New York Tribune* says of his accounts, that "they are the best ever written."

ash, covered with wild grape vines, fringe the streams everywhere, and divide the country into beautiful glades and savannahs, which, when the leaves are falling, when the grape hangs in the greatest profusion on the limbs, and the deep red flowers of Autumn dot the grassy fields, and birds sing their melancholy hymns to the dying year, give the finest picture that the mind can conceive of a beautiful wilderness. It is difficult to convey, by means of words, the exceeding beauty and excellence of the valley of the Sacramento. To one who has seen it, all attempts to do so must appear tame and uninteresting." Of the prairies of the "western branch of the Sacramento"—wherever that may be—he wrote: "They stretch along by the rushing waters, among the hights, loaded with evergreen forests, like fairy paths of olden tales; rich, rich glories to behold; beauty reposing in the lap of the giant mountains, to whom the sounding streams give music, to whom the mountain dews give jewels, and the wild flowers incense: a land of the wildest enchantment." Of the valley of the fabulous river, the *Jesus Maria*, he said: "The soil on the open plains of this delightful vale is very rich, and since the climate is most salubrious, as well as most favorable to vegetation, this valley will hereafter become one of the most enchanting abodes of men, a sweet valley for the growth of a happy and enlightened population, a lovely spot, where the farm-house, that temple of the virtues, may lift its rude chimney among the myrrh trees."

Farnham's book was extensively read, and was the principal source from which our knowledge was derived of the geography of California. With all its blunders—to call them by no harsher term—we had nothing better to guide us; and we who paddled our boats along the streams before the woodman's axe had lain their banks bare, and the placer miner had covered them with yellow mud from the mountains, will not say that his pictures were overdrawn; on the contrary, they were as correct as could be expected

from one who had never seen the landscape he attempted to describe.

Col. Fremont soon after published the official report of his reconnoisance in California, which took nothing off from the rich color imparted by Farnham's Travels. He styled it a "surpassingly beautiful country, unequaled by anything we have ever seen"; "green pastures," "varied flowers," "scattered groves," "herds of deer," "crowded with bands of elk and wild horses," were the jeweled phrases that fascinated the young and adventure-loving spirits of the nation. "One might travel the world over without finding a valley more fresh and verdant, more floral and sylvan, more alive with birds and animals, more bounteously watered," "so beautiful that it is considered a paradise," was his glowing tribute to the Sacramento and San Joaquin valleys. Col. Fremont's observations were limited to that region of country from the American Fork, along the foot-hills to the San Joaquin, whence he recrossed the mountains and the Great Basin. He was in search of another fabulous river, the Buenaventura, that was supposed to have its rise in the Rocky Mountains, and, flowing westward, to discharge its waters into San Francisco Bay! His visit was short, but his account was authentic, and contributed powerfully to draw public attention to this country. "Distance lent enchantment to the view," and the Mexican flag alone saved it at that time from the inroads of our pioneers. Two years later Edwin Bryant crossed the Sierras and entered the valley of the Sacramento, on the track of Fremont. His journal * was published in 1848, after possession had been taken by the United States forces. It passed rapidly through several editions, and attracted universal attention. Writing in early September, at Sutter's Fort, near the junction of the American Fork with the Sacramento, he said: "It is scarcely possible to imagine a more delightful temperature or a

* "What I Saw in California." D. Appleton & Co., N. Y.

climate which is more agreeable and uniform. The sky is cloudless, without the slightest film of vapor apparent in all the vast azure vault. At night, so pure is the atmosphere, that the moon gives a light sufficiently powerful for the purposes of the reader or student who has good eye-sight. There is no necessity of burning the midnight oil. Nature here lights the candle for the book worm." He told of wild horses in great droves, quietly grazing in bands of one or two hundred ; of herds of elk numbering thousands ; of beef so abundant, that no one cared to hunt for game which was so tame as scarcely to run from the traveler.

Such were the fascinating pictures presented to us of this, at that time, the least known and most inaccessible of any maritime country on the globe. What charm could have been added to the description by poet's pen, or with what tint could Fancy, with her pencil dipped in the colors of the spectrum, have touched the picture, to make it more fascinating ; to stir more deeply the daring enthusiasm of American youth ?

Grecian Arcadia was but a poet's dream. To us in our green, sinewy youth, it had become possible to gaze upon the true gardens of the Hesperides in the far, far West, and no hundred-headed serpent to be encountered.

As soon as the treaty with Mexico gave undisputed authority to the United States, over Upper California, arrangements were set on foot to open communications between it and the Atlantic's coast, by a line of mail steamers ; but before these steamers could take their stations, and almost before they had left the port of New York, the spark that had been wanting to fire the magazine was struck.

In October, 1848, private letters from California to the " States," reported that there was great excitement throughout Upper California, on account of the discovery of gold on the American river, and that business was suspended, while all the male population had gone off to search for gold ; but the accounts were not generally credited and attracted but little attention, though some ridicule.

An officer of the navy wrote to the Richmond *Enquirer*, from La Paz, Lower California, with affected gravity: "The riches of the Arabian Nights are not to be compared with the California gold mines, and indeed the wealth of the entire world is a mere drop when compared with the golden harvest of California. We shall visit the gold bed in our surveying expedition, and if it only requires to be shoveled up, we will fill several sacks and take them on board!" Those who first manifested symptoms of the "gold fever" were made the butts of ridicule and targets for the arrows of wit. "Do you know the meaning of the word California?" said one. "It is derived from the Indian words, *Kali*, signifying gold, and *forna-who*, don't you wish you may get it."

The New Orleans *Commercial Times*, of November 24th, published the first news of an official character confirming the rumors. The President's Message was given to the public on the 5th of December, and the Report of Col. Mason, Military Governor of California, accompanying it, appeared on the 8th. The effect was electric, though many still doubted, but with every breeze that was borne from the shores of the Pacific, came confirmation of all that had been told, with still more startling revelations. Wherever explorations were made throughout the region drained by the tributaries of the Sacramento and San Joaquin, gold was found in inexhaustible quantities. The Bay of San Francisco was thronged with vessels of every nation, abandoned by officers and crews, all intent on gold digging. A hundred dollars a day was said to have been the average reward to each man. Three-fourths of the houses in San Francisco and Monterey were deserted. And still the excitement grew.

Long before the intelligence had reached the United States, it had spread to all the shores and islands of the great Pacific; and the placers were overrun with Indians, Kanakas, Marquesans, Peruvians, Chilanos, of all sorts and colors—in fact, with all the floating people

wherever the birds of fame had flown with the seductive intelligence. A correspondent of a New York paper at the Sandwich Islands, writing in November, 1848, stated that the excitement exceeded that at a Presidential election in the United States. Twenty-seven vessels had already left for San Francisco, carrying six hundred persons. Before the close of the year four thousand Chilanos were at the mines, and the numbers were only limited by the capacity of vessels available for transportation. The winter rains closed the campaign on this motley throng at the mines. Without government or law it could not have been otherwise than attended by scenes of blood and violence; that there were not more than were reported could only have been accounted for on the theory that the earth yielded her treasures too readily to excuse robbery.

The mail ships *California*, *Panama*,* and *Oregon*, the pioneer steamers that have survived all the dangers that have caused the destruction of so many of their successors, sailed from New York before the excitement began. Nineteen vessels cleared from the various ports of the United States before the end of the month, the most of them for Chagres and Mexican ports. With the opening of the New Year the fever had spread like a pestilence through every village and town throughout the land; on every side the notes of preparation for the long journey were sounding. The *Tribune*, near the close of January, said "a resident of New York, coming back after a three months' absence, would wonder at the word 'California,' seen everywhere in glaring letters, and at the columns of vessels advertised in the papers, about to sail for San Francisco. He would be puzzled at seeing a new class of men in the streets, in a peculiar costume—broad, felt hats of a reddish brown hue, loose, rough coats reaching to the knee, and high boots. Californians throng the streets—several of the hotels are almost

* The *Panama*, having been disabled by an accident to her machinery, put back to New York, and before she sailed again was overtaken by the storm.

filled with them ; and though large numbers leave every day, there is no apparent diminution of their numbers. Even those who have watched the gradual progress of the excitement are astonished at its extent and intensity. The ordinary course of business seems for the time to be changed; bakers keep their ovens hot day and night, turning out immense quantities of ship bread, without supplying the demand ; the provision stores of all kinds are besieged by orders. Manufacturers of rubber goods, rifles, pistols, bowie knives, etc., can scarcely supply the demand." At the close of the month, ninety vessels had sailed from the various ports, carrying nearly eight thousand men, and seventy more ships were up for passage.

Never since the Crusades was such a movement known ; not a family but had one or more representatives gone or preparing to go. Every man was a walking arsenal, prepared for every emergency but that of not coming back loaded with gold. Though leaving home with all its endearments—fathers, mothers, sisters, wives, and children—on a journey that could not occupy less than two years in time, to encounter perils by sea and land, from sickness, and all those dangers that environ the adventurer in a new land, yet all these considerations were overborne by that wild enthusiasm that found utterance in such extravagant song as that of which the following is a remembered stanza:

"I soon shall be in Frisco,
And then I'll look all 'round,
And when I see the gold lumps there
I'll pick 'em off the ground.
I'll scrape the mountains clean, my boys,
I'll drain the rivers dry,
A pocket full of rocks bring home—
So brothers, don't you cry.

Oh! California,
That's the land for me.
I'm bound for San Francisco
With my wash-bowl on my knee."

The columns of the daily papers were filled with paragraphs giving accounts of the movement, lists of passengers gone or going, and advertisements of every thing that could be sold to them, from California gingerbread to patent rockers, gold sifters, and patent medicines. Public lectures were given on the geological relations of gold, and the means of testing it, refining and assaying it; voluntary advice from those who did not know to those who did not care how to preserve health.

The following lines from a poem on California, by an anonymous bard, called out by the prevaling enthusiasm, will serve to illustrate the spirit of the times:

From the sunny southern islands, from the Asiatic coast,
The Orient and the Occident are mingled in the host,
The glowing star of Empire has forever stayed its way,
And its western limb is resting o'er San Francisco Bay.

A hundred sails already swell to catch the willing breeze,
A hundred keels are cleaving through the blue Atlantic seas,
Full many a thousand leagues behind their tardy courses borne
For a hundred masts already straiu beyond the stormy Horn.

Soon from the channel of St. George and from the Levant shore,
To swell the emigrating tide, another host shall pour
To that far land beyond the west where labor lords the soil,
And thankless tasks shall ne'er be done by unrequited toil.

To the banks of distant rivers whose flashing waves have rolled
For long and countless centuries above neglected gold,
Where nature holds a double gift within her lavish hand,
And teeming fields of yellow grain strike root in golden sand.

Companies for mining and trading were formed in every considerable town, and those who could not go subscribed to the stock and sent a representative. Editors who in the columns of their papers had discouraged the movement and exhorted the young men to be satisfied with the slow gains of home industry and stand by their households, sold out, and by virtue of their character as representatives of the Press, obtained extraordinary facilities for transportation, and anticipated the quickest of us at the gold mines

by at least a month. Ministers of the gospel raised their voices against the danger of riches, and, like Cassandra, prophesied unutterable woes upon the country, and started in the first ship as missionaries to San Francisco. Physicians, impatient at the slow action of alterants, sold their horses, and leaving their uncollected accounts with their families, procured a good supply of musket balls and Dupont's best rifle powder, and shoved off for the land of gold, to the tune of "Oh, Susanna."

Human ingenuity was racked to invent huge labor-saving machines to facilitate the separation of the gold from the gravel and soil with which it was supposed to be mixed. Patented machines with cranks, pumps, and overshot wheel attachments, and powerful engines, were constructed to be placed on scows and driven by steam, to dredge the beds of rivers, which were believed to be almost pure gold; buckets with auger and valve attachment at the bottom, and long iron handles, to prospect the same subaqueous deposits; and even diving bells were constructed for deeper water.

If the foundations of that part of San Francisco which was built upon the site of the anchorage of that day could be raised to view, in the blue mud would be revealed a world of curious and costly contrivances, that fell still-born over the ship's side, unable to survive an instant's contact with the cold world of practical facts.

As the winter advanced, the excitement continued to increase. At the Isthmus of Panama two or three thousand persons were collected waiting transportation; every craft that would float was readily taken up at an extraordinary price and fitted up for the long voyage. Sometimes with canvas covering alone to their hatches, and without carrying capacity for their supplies, they set out with as many passengers as could hang on,* and had the seas over which

* The schooner *Phœnix*, seventy tons and sixty passengers, was one hundred and fifteen days on the passage; and the *Two Friends*, two hundred and six tons, carried one hundred and sixty-four passengers, and was five and a half months in reaching San Francisco.

they sailed been as stormy as the Atlantic, few would ever have reached their destination. The steamer *California*, like all other vessels at San Francisco, was deserted, and mail communication was cut off. In the meantime, fevers, and other tropical diseases, were ravaging the defenseless emigrants.

One party, in a small craft, having ascended the coast as far as Cape St. Lucas, and becoming discouraged at the difficulties encountered in the continuous head winds and calms, which so successfully baffled the nautical skill of the old Spanish voyagers two hundred years before, abandoned their vessel and pushed their toilsome way along the whole peninsula of lower California on foot, subsisting on cacti, eagles, and reptiles, and after enduring hardships and privations that seem incredible, reached San Diego, naked and emaciated in the last degree.

At the approach of Spring, the main body of the gold hunters were gathering along the frontier line preparing to take up the line of march across the continent.

This grand army, variously estimated at from twenty-five to forty thousand, covered the plains with their canvas-covered wagons, representing every section of the Union, if not every town.

On the appearance of grass upon the plains, the grand march began. The long-geared prairie schooners * of the veteran frontiermen of Missouri and Arkansas, commingled with the square-bodied wagons from the northwest, and the light, gaily painted ones, with all the modern improvements, from down East, poured a continuous line of march by every route leading to the South Pass of the Rocky Mountains. "Persons in every variety of circumstances were forming an unbroken column in carts, in wagons, on horses, on mules, and even on foot; men, women, and children, even women with infants at their breasts, trudging along on foot." †

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*A name given to the wagons built on the model of the Santa Fé traders, so named from the great shear given to the bodies.

† St. Louis *Union*, May 25th.

The Asiatic Cholera, which had made its appearance in the Atlantic seaboard early in the winter, began its ravages on the parties moving by the southern routes. The mortality was fearful; whole companies were cut off, and others so reduced that they were compelled to return. While encamped at the frontier towns, Independence and St. Josephs, the mortality was very great, and it followed the emigrants like wolves on the track of the buffalo; the camps were everywhere marked with hurriedly made graves.

Swollen rivers were to be forded; bottom lands, miry with spring rains to be crossed, stalling the heavily loaded teams every hour; the plain was strewn with the débris of broken and abandoned wagons. The wagons were often unloaded and reloaded twenty times a day. Whole towns could have been fed with stores abandoned by the way. Harassed by hostile tribes of Indians, they passed the day in incessant toil, and the night in standing guard. Many, overcome by unexpected difficulties, and hardships to which they were unaccustomed, abandoned the enterprise and returned home. But their absence could not be noticed in the immense throng that pushed on over every obstacle.

At length, as the higher and dryer ground was reached, somewhat more order was gained. Experience had chastened their impatience and taught them how to apply their energies to the best results, but, through inexperience and haste, the animals' strength was already exhausted, and they began to fall; and before they reached the Pass, the losses of stock became serious, and necessitated the abandonment of supplies whose loss became of grave consequence before the end of the journey was reached. At the Mormon settlements in the valley of the Great Salt Lake they halted for several weeks for their stock to recuperate for the dreaded passage of the desert. Along the valley of the Humboldt, through the interminable sage plains covered with alkali like a hoar frost, under a burning midsummer sun, they dragged their slow way,

worn down with the hardships of the past, and dreading the still severer trials before them. The want of vegetable food now began to develope scorbutic disease among the emigrants; still with brave hearts they pushed on; the valley of the Sacramento, the land of promise, was before them; its golden vision was their cloud by day and pillar of fire by night, to guide them through the wilderness.

So thoroughly were the animals of the emigrants worn out by the long journey, that when it became necessary to leave the friendly waters of the Humboldt and strike across the desert to the streams that flowed down to meet them from the Sierras, though the distance did not exceed forty to sixty miles, it was too great; it was the last ounce that proved too much for their endurance. No pen can describe the suffering endured on that terrible rout; cattle were detached from the wagons, every thing that could retard their flight was abandoned, in the despairing efforts to reach water. The ground was macadamized with guns, ox-chains, and every kind of things that had not already been abandoned; and to this day the plain in every direction is covered with the bleached bones of the faithful beasts that perished on that fatal desert. To the banks of the Carson and Truckee they staggered, and men and animals in one common herd rushed into the water with tongues swollen and eyes red and glaring. Men, having slaked their thirst filled their canteens, and returned to revive those that were exhausted on the way.

Many trains, to avoid this desert, were induced to take a more circuitous route to the north, known as Lassen's Cut-off, which proved but a delusion and a snare. The snow of the Sierras overtook the rear of the column before they had crossed the mountains, and relief parties were sent out from Sacramento to their assistance.

When at last the valley of the Sacramento was reached, the supply of food suited to their wants was not to be obtained. The first arrivals of the fleet from the Atlantic ports in June, found

the harbor of San Francisco already covered with a fleet of foreigners, and by midsummer the bay presented a scene that never has had and never can have its equal. Away to the mines, like cattle to water! In row boats, crowded on the decks of schooners, brigs and barks, (for the Sacramento was then navigable for such) they hurried to "get their pile" and return home before the Winter r ains. Goods were sacrificed because they could not be carried, or were not immediately required; and before the placers were reached many, that had started from home with stores sufficient for a year, found themselves without enough to sustain life for a week. Companies formed at starting for mutual protection fell apart like ropes of sand, and each man took the course that seemed to him best. Over those arid plains and hills, through chaparral and the poisonous rhus, with his pan, pick and bundle of blankets, sweating as it were great drops of blood, he plodded on in search of new and richer mines, from the Trinity in the north to King's River in the south, over wealth untold in search of the El Dorado of his heated imagination. Sleeping upon the ground in regions infested with miasma, subsisting on food that would have destroyed the digestion of a coyote, he fell an easy prey to camp diseases with the first rains. Many with becoming energy and forethought provided shelter for themselves by building canvas or log cabins, but the greater number became dependent for shelter and sustenance at the cost of all they had to offer.

Memory draws a veil over the harrowing scenes of that memorable Winter, but through its tattered folds are revealed glimpses of misery more than enough; faces pale and haggard with wasting disease; faces calm with the courage of despair; tears of beardless youth overcome by home sickness, and longing to return to their father's house where they knew the fatted calf would welcome them back; the strong man dying where no kind hand of woman administered to his wants, calling in muttered delirium upon the name of loved ones, who listened long and vainly for his returning footsteps;

of heartless selfishness and the noblest charity; of the pietist turned fiend, and the outlaw transfigured to a saint; we wake from the reverie as from a troubled dream. As we revisit the scenes of those sorrowful reminiscences, we wonder if they can be the same!

When Spring again returned with healing on its wings, at least ten thousand young and hopeful hearts, who a year before had set out on the long journey with cheers and song, were sleeping their last sleep beneath the wild flowers.

It was the memory of these terrible experiences endured by the early immigration, that formed the basis of that bond of union that resulted in the organization of the Society of Pioneers; experiences of which those who entered the State at a later period can have no adequate conception.

The estimates made by a committee of the Constitutional Convention in a memorial to Congress, in March, 1850, of which Hon. Wm. M. Gwin was chairman, place the number that arrived at the port of San Francisco, from the 11th of April to January 1st, 1 850, at 29,069, of which 22,069 were Americans and 7,000 foreigners. They estimate, also, the number who arrived by sea prior to the 11th of April and after January 1st, 1849, at 6,000, and 2,000 by land from Sonora, Mexico; and the number in California on the 1st of January, 1849, at 26,000. They give the number who arrived by Santa Fé and the Gila at 8,000, the number of seamen who deserted the ships arriving in the country at 3,000, the number of Mexicans arriving by land at 6,000 to 8,000, and that by the South Pass at 25,000.

The total population on the 1st of January, 1850, could not have been less than 100,000, made up of every nation and language on the globe. The State Constitution was adopted, and the machinery of government under it put in motion on November 13th, 1849, by the popular vote, and it seems to be the event whose anniversary should be celebrated by us. The admission of the State into the

Union ten months later was no act of ours, but a tardy recognition by Congress of an inevitable fact, which, if celebrated at all, should be by those who have been chiefly benefited, the manufacturing States. The advent of the American immigration was the advent of law and order; the darker races rapidly disappeared before the superior intelligence and energy of the rightful owners of the soil. Of the character of that immigration, all accounts agree with the high testimonial of the *New York Tribune*. "The class of our citizens which is leaving us for El Dorado is of the better sort, well educated, industrious, and respectable, such as we regret to part with. The rowdies, whom we could well spare, cannot, as a general thing, fit themselves out for so long a voyage."*

But with greater satisfaction we can now, after the lapse of a quarter of a century, point to results to vindicate the virtue and intelligence of the pioneers. Of those who returned to their old homes to enjoy the fruits of their enterprise we know but little, we pity them much; their places have been filled by successors nurtured in the same school, and bred to the same love of our common country, ambitious of its development, jealous of its honor as of their own. To them and our children we leave this beloved land, sanctified to us by our early sufferings and watered with our tears. We have not all realized the hopes that made radiant the morning of our lives, and sustained us through so great hardships. Fortune was ever a capricious goddess. Those whose pious prayers followed us in our long westward journey, and who waited so long our return, sleep in their honored graves; our affections still linger with fond yearnings around our old homesteads;

> "Still dear to our hearts are the scenes of our childhood,
> When fond recollection presents them to view,
> The orchard, the meadow, the deep-tangled wild wood,
> And every loved spot which our infancy knew."

---

* *New York Tribune*, January 26th, 1849.

Proud as we are of this glorious State we have founded, we turn, like the fire-worshipers, our faces to the East, with the profoundest reverence, and pray—

God bless our native land.

Poem.

POEM.

O bells of memory, ring your chimes to-day—
Let your sweet echoes float upon the air
And reach afar, that to your call may come
The miner from his toil; the granger from his ranch
Among the hills; the merchant from his wares;
The student from his dusty tomes of thought.
Ring out with clamorous tongue—invite the wanderers back—
Omitting not the mother-pioneers,
Who shared the perils of our early day,
With cheerful outlook on the brightest side.

The incidents of that adventurous time
Grow stale by repetition. The story of the mill-race and the dam
(Oft used in double sense) is *Marshall'd* out
For themes of later years. But we, the rather middle-aged men,
Who in the vigor of our manhood's prime first sought these shores,
Gather the drift-wood that is still afloat
From wrecks we wot of; and, with tender thought
Of comrades gone before, speak of the silent dead.
Or, in our merrier moods,
Recall those tales so over-brimmed with mirth,
They do but ripen with the lapse of time;
Like rare old wine that hoards its pearly beads,
And brings them to the light transfused to flame.
So, when a "Forty-niner" is uncorked, there bubbles forth
An effervescing *gas*, which spends itself on climate, soil, resources,
And the like—or, more material still, he hints of harvest
And the golden grain; dilates on monstrous vegetable growths,

And points in triumph to the "Mammoth Grove,"
As tho' *he* struck its tree-roots in the soil,
And penetrated to earth's sulphurous depths
To light the fires which make the "Geysers" boil,
Or bossed the building of Yosemite!

Yet this is but the foam
That crests the wave which bears us on to progress.
That energy which seizes on the streams
And makes them useful servants of the will;
Or rips the mountain's side, and gather thence
The porous ores, whose veins are threads of gold; or seeks
The forest depths, to wrench their timbers from the centuries old,
May well be pardoned self-applauding words
Which youth will soon outgrow.

The rude conditions of our natal day have fallen off,
Like garments old and worn;
And from the higher plane we have attained
Life's scope aud meaning deepens.
That which *seemed*
Horizon's verge, when but the level landscape was our bound,
Is but a vague, dim haze—the broader space
And larger life beyond, lie shrouded in its folds,
As deepest heavens within their fleece of clouds.
So let us view the future of *our* State—
And as the crumbling arches of the past reveal
The clumsy workmanship of mere material force,
Seek to attain sublimer heights of knowledge.
Our hopes beyond to-day, lie in far-seeing statesmanship,
The pure results of philosophic truth—untrammeled by the creeds
Which swathe the limbs of reason, and make void
The golden rule of equitable right. And justice—
Not with bandaged eyes and scales held under them,
A *seeming* even balance—but, clear-sighted and serene,
Adjusting—weighing—neither more nor less
For patronage or power, for rich man or for poor.

But here we pause—
To give no flattering words of fulsome praise,
To one whose foresight, industry, and tact,
Achieved him boundless wealth.
The mere *possession* of a golden hoard
Makes no man rise superior—
But in the royal largesse that he gives
To humanize and elevate the world,
His kingship is acknowledged ;
And thus, *to-day* is most appropriate time
To thank the giver, from whose generous hand
A stream of gold, unstinted as the flow
Of Merced's waters o'er Yosemite, poured out—
To bear us to that grand domain, where knowledge
Holds her court.
Art wooed us—Science swung her silver keys
Above our reach—but from her altitudes
Held out beseeching hands ; and they, the crownèd ones
Of Sculpture and of Song, did bare their broad, white foreheads
To our gaze, and lure us on to follow.
With golden keys he opened wide the doors,
And flung aside the veil that hid
Their temples from our sight ; and bids us enter—
Seeking each the path his genius craves ;
That educated skill may overcome
The crude beginnings of blind ignorance,
And intellectual thought expand its scope
Till brain and muscle work in unity ;
Till the mechanic, toiling with his hands
To shape creations from the thinker's brain,
Shall feel the inspiration of his work, to be
His patent of nobility ; and Capital and Labor,
Side by side, stand in majestic brotherhood.

In after years, when the historic bronze shall speak
Of California's youth, and in a grand memorial carve
His name whose inspiration wrought in patriot song
The old "Star Spangled Banner"—there shall rest
A prouder monument upon the memory of our Pioneer,

So lavish of his gifts, than bronze or marble speaks.
The aged and the widow, looking back,
Shall trace the comfort of declining years
To his protecting care. The orphan, in a sheltered home,
Shall speak his name with reverent love.
And multitudes to come shall bless the thought
Which gave the limpid waters "free to all,"
For cleansing and refreshment,
E'en the poor dumb brute,
With some strange instinct born of gratitude,
Shall recognize his share in these broad deeds of charity.

To-day, a century's quarter marks its flight
Upon the annals of the Pioneers. This anniversary
Is a wedding-day, and celebrates a union to the State
For weal or woe—for life—till death do part.
Ring out, O bells of memory! once again,
And bring the guests from far, to lay aside
Vicissitudes and care, and bridge the space between the past and now
With reminiscence of the "days lang syne."
Reunions such as these come not again—
And as we clasp each other by the hand,
There lingers in the touch some sense of long farewells,
And vacant places ere again we meet.
Then let *this* anniversary be the crown
Of others gone before—wearing its honors
As a fair young bride her wreath of orange-blooms;
And of the worldly goods she is endowed,
So consecrate them to the noblest use, that generations
Yet to come, shall point with pride of ancestry
To California's Pioneers.

List of Passenger Arrivals at the Port of San Francisco, for the Year 1849.

LIST OF PASSENGER ARRIVALS

AT THE

PORT OF SAN FRANCISCO,

FOR THE YEAR 1849.

The following list of arrivals at the port of San Francisco, for the year 1849, includes only such as brought passengers. Those from Oregon and California ports are also excluded.

The destruction of the Custom House by fire, in 1851, has made it very difficult, if not impossible, to give a complete list before that date, as will appear from the following note:

> The original records, in which the arrivals from March 26th to July 1st were registered, were so much defaced by mud and water as to be difficult to be copied, and some portions were entirely destroyed.
>
> EDWARD A. KING,
> Acting U. S. Surveyor and Harbor Master.
>
> San Francisco, June, 1851.

The list of vessels, as it was furnished by Mr. King, is in the possession of the Pioneer Association of San Francisco; and the original record of arrivals, from July 12th to the end of the year, is also in the keeping of the Society. Mr. Coolidge, Secretary of the Merchants' Exchange, has devoted much labor to supply, from files of newspapers what was wanting in the three previous months. But we are not informed as to whether there was any list of vessels made previous to March 26th.

Date of Arrival.	Name of Vessel.	Where from.	Days of Passage.	Tonnage.	No. of Pass.
Mar. 31	Bella Angelita	Payta, Peru			34
April 1	Valanto	San Blas		250	133
April 2	Emil	Valparaiso			35
April 2	Ella Lancaster	Sydney		480	50
April 2	California	Panama		1,050	250
April 12	Republicano	Mazatlan		100	85
April 12	Adalaida	Valparaiso		85	6
April 12	Whitton	New York	141	227	14
April 12	Euphemia	Mazatlan		137	92
April 13	Theresa	Valparaiso		237	28
April 16	Chateaubriand	Valparaiso	54	577	215
April 16	S. S.	Oahu			66
April 16	Henry Nesmith	New York	150	477	4
April 17	Packet of Copaibo	Valparaiso			73
April 18	Swallow	Mazatlan			61
April 19	Lola	San Blas	27	66	7
April 23	Chance	Oahu	26	50	21
April 25	Oberon	Valparaiso	50	200	7
April 25	Antonia	Mazatlan	24	245	123
April 25	Dispatch		22	139	3
April 25	Lina	Valparaiso	67	234	7
April 25	Victorino	Valparaiso	51	244	14
April 25	Charlotte		23	136	4
April 25	Andria	Callao	47	135	30
April 30	G. B. Lamar	Valparaiso	49	260	7
April 30	Philadelphia	Panama	80	523	123
April 30	Natalia	Valparaiso	80	293	130
April 30	Carmen	Talcahuana	50	238	123
May 2	Fairy	Tahiti	39	60	20
May 2	John Dunlap	Oahu	19	106	4
May 3	Mary Frances	Mazatlan	24	280	127
May 4	Trobador	Mazatlan	25	140	67
May 4	Starling	Oahu	22	105	20
May 4	Edwin	Valparaiso	49	239	3
May 4	Suez	Sydney	73	256	13
May 5	Plymouth	Oahu	24	86	30
May 6	Geo. Nicholas	Valparaiso	63	221	14
May 6	Matilda	Mazatlan	22	130	81
May 7	St. George	Callao	40	380	69
May 7	Louisa	Sydney	96	182	32
May 10	Ronaldo	Valparaiso	55	335	103
May 15	Cayuga	San Blas	28	246	150
May 18	Gray Eagle	Philadelphia	117	1,178	34
May 18	John Ritson	Panama	94	315	122
May 18	Col. Fremont	Callao	54	196	7
May 19	Huntress	Valparaiso	45	546	72
May 19	Virginia	Valparaiso	62	299	42
May 19	Belfast	Panama	78	191	76
May 25	Fanny	Mazatlan	31	249	195
May 25	Union	Valparaiso	59	125	11
May 26	Maria Louisa	Valparaiso	52	221	59
May 27	Cirops	Valparaiso	96	393	5
May 27	New Perseverance	Valparaiso	65	168	59
May 27	Thames	Talcahuano	75	414	116
May 30	Antonia	Oahu	31	115	7
June 2	Eliza	Salem, Mass	160	240	7
June 2	Jakin	San Blas	33	104	46
June 2	Pierre Menchikoff	Oahu	33	200	12
June 2	Bella Angelica	Panama	120	70	6

Date of Arrival.	Name of Vessel.	Where from.	Days of Passage.	Tonnage.	No. of Pass.
June 2	Jas. Munroe	Oahu	23	424	58
June 2	Cintra	Hong Kong	71	135	16
June 2	Louisiana	Philadelphia	161	300	10
June 2	Auonyme	Oahu	35	74	14
June 3	Nuevo Ribaque	Manila	93	300	2
June 3	Mary Ann	Oahu	38	60	12
June 3	California Dorado	Valparaiso	65	350	94
June 4	Panama	Panama	17	1,050	290
June 4	Col. Benton	Central America	69	203	33
June 4	Catalina	Valparaiso	69	169	8
June 6	Gen. Rivero	Talcahuano	85	118	43
June 8	Massachusetts	Callao	51	353	103
June 9	Johanna Olouff	Mazatlan	23	139	100
June 9	Gen. Fraira	Talcahuano	56	258	101
June 11	Gen. Watson	Hong Kong	67	164	6
June 11	Hero	Mazatlan	22	299	79
June 11	Liberty	Mazatlan	25	30	13
June 11	Olympia	Mazatlan	40	256	97
June 11	Heber	Houg Kong	52	434	8
June 13	Oregon	Panama	20	1,120	323
June 15	Brothers	Mazatlan	31	110	53
June 16	Equador	Panama	81	263	137
June 16	Adila	Mazatlan	36	35	15
June 18	Lindsay	Sydney	104	217	28
Juue 18	Sophia & Maresett	New Hollaud	116	98	28
June 21	Deborah	New Zealand	97	121	22
June 22	Mazatleco	Mazatlan	40	37	17
June 23	Empire	New York	143	87	4
June 25	Colooney	Panama	100	367	192
June 25	Surprise	Tahiti	70	25	9
June 26	Elvira	Boston	175	198	12
June 27	G. H. Montague	New Haven	154	167	40
June 27	Anonyme	Boston	160	75	3
June 27	Ariquipe	Mazatlan	32	282	32
June 28	Anthem	New York	168	173	15
June 28	Architect	New Orleans	160	520	56
June 29	Wm. G. Hackstaff	New York	149	92	7
June 30	Pacific	Hong Kong	55	177	3
June 30	Ann McKinn	Valparaiso	60	485	40
June 30	Roe	New York	154	162	38
June 30	Mentor	New London	150	460	56
June 30	Josephine	Boston	157	199	30
June 30	Courier de Talcahuana	Callao	68	104	106
June 30	South Carolina	New York	157	580	165
July 1	Helen McFidder	Rio	110	332	17
July 1	Maria	Boston	170	324	25
July 1	Sterling	Beverly	180	201	7
July 1	Saberite	Sydney	87	175	23
July 1	Madonna	New York	165	270	6
July 1	Ocean Bird	New York	172	268	11
July 1	S. S.	Oahu	21	87	31
July 1	Aurora	Nantucket	167	346	22
July 1	Talamazoo	New York	155	375	164
July 1	Panchilla	Mazatlan	38	168	134
July 1	Packet of Equique	Copiapo	46	40	13
July 2	Mauai	Oahu	35	16	11
July 2	Hector	Rio	132	198	15
July 4	Mary	Oahu	26	268	21
July 4	Isabel	New York	168	142	12

Date of Arrival.	Name of Vessel.	Where from.	Days of Passage.	Tonnage.	No. of Pass.
July 4	John Enders	New York	193	195	40
July 4	Constitution	Panama	108	50	28
July 5	Louvre	Boston	150	370	158
July 5	Niantic	Panama	68	451	248
July 5	Felis Carolina	San Blas	34	86	30
July 5	Express	Callao	49	110	7
July 6	South Pole	Talcahuano	95	700	118
July 6	Forest	Boston	174	186	45
July 6	Taroliuta	New York	174	550	125
July 6	Atilla	Boston	174	180	41
July 6	Mary Stuart	New York	160	148	26
July 7	Boston	Boston	160	105	29
July 7	Edw'd Everett	Boston	175	623	152
July 7	Castilla	Sambayque	47	205	15
July 7	Wm. Joy	New York	157	194	54
July 7	Iowa	Sag Harbor	183	133	4
July 7	Centinella	Callao	90	98	23
July 7	Chambon	Ajacutla	40	30	20
July 7	David Henshaw	New York	180	180	7
July 7	Albany	New York	179	473	67
July 7	Swallow	Mazatlan	31	120	63
July 8	Orpheus	New York	168	573	195
July 8	Satellite	Boston	190	162	10
July 9	North Bend	Boston	172	176	33
July 9	Josephiue	New York	179	148	20
July 9	Matilda	Mazatlan	33	130	72
July 9	Aziem	New York	163	249	44
July 10	Antonia	Mazatlan	29	248	9
July 12	Phœuix	Panama	115	70	60
July 13	Swallow	Hong Kong	68	343	2
July 15	Norman	Panama	63	339	150
July 15	California	Panama	22	1,050	260
July 17	Rolla	New York	180	309	22
July 18	Packet Josephine	Panama	90	125	80
July 18	Velasco	New London	170	94	39
July 18	Soliote	Belfast	169	260	50
July 18	Almena	Boston	172	175	29
July 20	Capitol	Boston	172	700	210
July 20	Laura Virginia	New York	178	100	26
July 20	Paraiso	San Blas	85	188	76
July 20	Maria	Hong Kong	66	257	6
July 21	Jane Parker	Baltimore	172	431	79
July 21	Dan. Webster	New York	168	398	70
July 22	Steinwarder	Valparaiso	71	258	4
July 22	Eliza	New York	175	279	40
July 22	Sutton	New York	203	340	54
July 23	Admiral Blanco	Valparaiso	76	239	90
July 23	Diamond	New Bedford	170	199	57
July 23	Pharsalia	Boston	175	617	136
July 23	Orbit	New York	190	154	25
July 23	Cordelia	New York	174	199	63
July 24	Victory	New York	177	297	37
July 24	Charlotte	Newburyport	180	170	49
July 24	Harriet Newell	New York	195	199	24
July 26	Sylph	Panama	76	336	180
July 29	Croton	New York	189	311	54
July 29	Secret	Liverpool	205	212	5
July 30	Ocean	Valparaiso	70	140	2
July 30	J. W. Coffin	Talcahuano	83	218	10

Date of Arrival.	Name of Vessel.	Where from.	Days of Passage.	Tonnage.	No. of Pass.
July 31	Mary W	New York	162	149	24
Aug. 1	Connecticut	New York	160	397	25
Aug. 1	Rhone	Hong Kong	52	471	37
Aug. 1	Paoli	Baltimore	200	369	14
Aug. 1	Sarah McFarland	New York	182	144	44
Aug. 1	Montreal	Oahu	24	470	34
Aug. 1	Don Quixote	Oahu		280	16
Aug. 1	Callao	Panama	72	156	93
Aug. 2	Russell	New Bedford	147	301	58
Aug. 2	Reward	Callao	59	279	56
Aug. 3	Newcastle	New York	210		7
Aug. 3	Circassian	Panama	77	219	116
Aug. 3	Sweden	Boston	154	646	176
Aug. 3	Decatur	New York	184	111	35
Aug. 3	Antelope	Liverpool	168	600	43
Aug. 3	Mary Taylor	New London	203	84	3
Aug. 4	La Soledad	Panama	98	100	65
Aug. 4	Talca	Mazatlan	48	115	63
Aug. 5	Pacific	New York	194	533	103
Aug. 5	Osceola	Philadelphia	200	268	65
Aug. 5	Isabel	New York	179	237	57
Aug. 5	Courier del Pacifico	Valparaiso	64	127	6
Aug. 5	Johanna Cæsar	Singapore	80	210	6
Aug. 6	Gen. Morgan	New York	161	138	28
Aug. 6	Packet of Copiapo	Mazatlan	38	180	72
Aug. 6	John G. Coster	New York	157	714	115
Aug. 6	Spencer	Sydney	105	222	16
Aug. 6	Geo. Emery	New York	199	180	10
Aug. 6	J. M. Ryerson	New York	152	177	20
Aug. 7	Christopher Colon	Talcahuano	180	340	34
Aug. 7	Prescott	Mystic	184	341	58
Aug. 7	Oniote	Philadelphia	203	200	22
Aug. 8	Patonia	New York	203	281	19
Aug. 8	Sophia	Panama	90	338	121
Aug. 8	Cecilia Louisa	Panama	78	176	61
Aug. 8	Emily Bourne	New Bedford	180	131	3
Aug. 8	Starling	Oahu	34	109	5
Aug. 8	Crishna	Liverpool	146	271	6
Aug. 8	Panama	New York	180	509	205
Aug. 9	Huemul	Warren	190	413	105
Aug. 9	Oscar	Rio	120	391	2
Aug. 9	Hersalia	New York	198	309	84
Aug. 9	Sabine	Greenport	180	412	80
Aug. 9	Henrietta Sophia	Valparaiso	54	292	29
Aug. 9	Gazelle	New Bedford	175	130	3
Aug. 9	Wolcutt	Valparaiso	60	98	45
Aug. 9	Brothers	New York	165	200	37
Aug. 9	Huemul	Valparaiso	71	179	94
Aug. 9	Celina	Mazatlan	72	197	80
Aug. 9	Eduardo	Valparaiso	73	103	6
Aug. 10	Glocano	Manila	72	206	3
Aug. 10	Lady Leigh	Hobartstown	56	118	5
Aug. 10	Mary Wilder	Boston	180	215	50
Aug. 10	Lota	Rio	126	307	18
Aug. 11	Philip Howe	New York	194	291	51
Aug. 11	Gen. O. Higgins	Valparaiso	71	116	8
Aug. 11	Juana T. Font	Valparaiso	64	246	108
Aug. 11	Brooklyn	New York	210	412	173
Aug. 13	Orion	Acapulco	63	126	5

Date of Arrival.	Name of Vessel.	Where from.	Days of Passage.	Tonnage.	No. of Pass.
Aug. 14	Copiapo	Panama	90	175	94
Aug. 14	Valparaiso	Valparaiso	73	247	18
Aug. 16	Carlos Alaugh	Callao	64	184	52
Aug. 18	Panama	Panama	20	1,150	328
Aug. 19	Sumatra	Hong Kong	67	270	2
Aug. 19	Matadore	Panama	66	210	8
Aug. 21	Toulon	Rio	190	272	3
Aug. 21	Oxford	Boston	222	286	55
Aug. 21	Petrel	Hong Kong	85	98	24
Aug. 22	Duxbury	Boston	190	317	85
Aug. 23	Kirkland	Baltimore	165	360	73
Aug. 23	Helena	New York	162	597	107
Aug. 26	Florence	New York	170	360	10
Aug. 26	I. R. S	Valparaiso	59	194	13
Aug. 27	Express	New York	235	261	19
Aug. 27	Zealous	Liverpool	165	410	24
Aug. 27	Sarah	Hong Kong	74	95	3
Aug. 28	Memnon	New York	120	1,084	19
Aug. 28	Lady Adams	Callao	52	274	110
Aug. 28	Magnolia	New Bedford	201	386	93
Aug. 28	Geo. Washington	New York	202	609	155
Aug. 29	Robert Browne	New York	203	502	165
Aug. 29	Louisa	Sydney	93	306	122
Aug. 29	J. R. Whiting	New York	206	137	6
Aug. 29	John Petty	Norfolk	228	179	20
Aug. 29	Anne	Bristol, R. I	189	222	55
Aug. 29	Winthrop	Bristol, R. I	172	217	34
Aug. 29	Flash	Liverpool	78	139	33
Aug. 30	Fanny	Auckland	85	171	55
Aug. 30	Quiche Dios de Mayo	Guayaquil	60	53	12
Aug. 30	Olga	Mazatlan	43	332	134
Aug. 30	Strafford	New York	206	314	99
Aug. 30	Rajah	Sydney	84	181	35
Aug. 30	Humboldt	Panama	101	800	325
Aug. 31	Louisa	Boston	210	258	46
Sept. 1	Drummond	Boston	210	258	46
Sept. 1	Johanna Olaffa	Mazatlan	32	139	73
Sept. 1	Audly Clark	Newport	190	331	70
Sept. 1	Pauline	Boston	241	149	15
Sept. 1	Crown Princess	Panama	83	550	65
Sept. 6	A. Emery	New York	220	98	51
Sept. 7	Teuro	New Orleans	214	234	47
Sept. 7	Georgiana	New York	233	199	13
Sept. 7	Mariposa	Hong Kong	91	317	38
Sept. 9	Samoset	New York	173	735	162
Sept. 9	Edw'd Fletcher	Boston	182	265	30
Sept. 9	Orb	Boston	189	230	20
Sept. 10	Isabella Blyth	Hong Kong	62	443	5
Sept. 10	Planet	Boston	160	119	24
Sept. 10	La Union	Callao	70	124	29
Sept. 11	Wilhelmina	Panama	56	302	87
Sept. 11	Corbeia	Panama	83	250	58
Sept. 12	J. B. Yager	New York	208	180	9
Sept. 12	Clarissa Perkins	New York	216	240	119
Sept. 12	J. A. Jesureu	New York	200	203	55
Sept. 12	John Allyne	New Bedford	214	92	7
Sept. 12	Lenark	Boston	212	298	117
Sept. 12	Gesine	Bremen	164	110	30
Sept. 13	Hebe	Baltimore	218	249	12

Date of Arrival.	Name of Vessel.	Where from.	Days of Passage.	Tonnage.	No. of Pass.
Sept. 13	Burgomeister Jensen	Callao	42	226	7
Sept. 13	E. Isadora	Boston	165	213	59
Sept. 13	Talisman	Bremen	150	393	100
Sept. 13	Col. Taylor	Boston	208	140	18
Sept. 13	Wodan	Callao	42	233	27
Sept. 13	Rising Sun	New York	165	300	82
Sept. 13	Robert Bruce	Central America	59	114	10
Sept. 13	Two Sisters	Panama	130	40	39
Sept. 13	Henry Lee	New York	206	409	120
Sept. 13	Malory	New York	189	300	66
Sept. 13	May Flower	New Bedford	163	349	60
Sept. 14	Xylon	New York	182	498	142
Sept. 14	Ellen Augusta	Buenos Ayres	150	179	3
Sept. 14	Manse	Havre	173	420	
Sept. 14	Napoleon	Valparaiso	57	320	10
Sept. 15	Taranto	Boston	165	278	68
Sept. 15	Eudorus	Bangor	214	114	28
Sept. 16	William & Henry	New Haven	206	260	31
Sept. 16	Griffin	New York	180	311	55
Sept. 16	Henry Astor	Nantucket	188	378	16
Sept. 16	Rodolph	Boston	219	123	47
Sept. 16	Floyd	Providence	220	220	72
Sept. 16	J. Mayo	Baltimore	165	320	2
Sept. 16	Martuquise	Valparaiso	58	450	78
Sept. 16	Levant	Philadelphia	201	460	72
Sept. 16	Tremont	New Bedford	220	278	47
Sept. 16	Loo Choo	New York	192	647	179
Sept. 17	Phœnix	New York	167	244	25
Sept. 17	Sarah & Eliza	New York	211	359	46
Sept. 17	Charlotte	Boston	196	550	134
Sept. 17	Anonyme	Hong Kong	70	73	34
Sept. 17	Keoka	New York	251	250	90
Sept. 17	Flavius	New York	166	296	87
Sept. 17	Ann Welch	New York	190	381	78
Sept. 17	York	Boston	168	460	62
Sept. 17	Wm. Watson	Port Philip	82	480	172
Sept. 17	Obed Mitchell	New Bedford	167	355	49
Sept. 17	Harriet Nathan	Hobartstown	101	126	20
Sept. 17	Rochelle	Boston	180	285	49
Sept. 17	Jules	Valparaiso	54	208	37
Sept. 17	Legrange	Salem	184	270	65
Sept. 17	Henry Horbeck	New York	193	400	66
Sept. 17	Elizabeth	Salem	165	397	7
Sept. 17	Ceres	Valparaiso	59	214	14
Sept. 17	Adelgunde	Rio	134	260	9
Sept. 18	Oregon	Panama	20	1,100	412
Sept. 18	Bonne Adele	New York	226	238	82
Sept. 18	Elizabeth Ellen	New York	215	355	200
Sept. 18	Horatio	New York	190	324	6
Sept. 18	Godefroy	Valparaiso	60	590	7
Sept. 18	S. M. Fox	New York	162	257	9
Sept. 18	Condor	San Blas	41	130	18
Sept. 18	Ferdinand	Baltimore	198	134	37
Sept. 18	Apollo	New York	245		62
Sept. 20	Jas. Munroe	Oahu	28	434	50
Sept. 20	Morrison	New York	220	565	100
Sept. 20	Paragon	Cape Ann	213	92	5
Sept. 20	Amazon	Tahiti	90	189	27
Sept. 22	Andalusia	Baltimore	150	777	100

Date of Arrival.	Name of Vessel.	Where from.	Days of Passage.	Tonnage.	No. of Pass.
Sept. 22	Ville de Bordeaux	Valparaiso	88	581	25
Sept. 22	America	New Bedford	160	404	75
Sept. 23	Arentes	Boston	170	490	139
Sept. 23	Sam Roberts	New York	246	99	6
Sept. 24	Empress	Callao	66	800	128
Sept. 24	Delfin	Valparaiso	74	136	25
Sept. 25	R. W. Brown	Baltimore	210	191	18
Sept. 25	Algoniar	Philadelphia	210	293	54
Sept. 25	Resolute	Rio	162	374	6
Sept. 25	Bon Pere	Bordeaux	135	367	140
Sept. 25	Linda	New York	166	245	43
Sept. 25	Seguin	Buenos Ayres	145	198	54
Sept. 25	John Potter	Baltimore	237	167	14
Sept. 27	Ajax	Liverpool	142	535	70
Sept. 27	St. Mary	New York	130	180	27
Sept. 27	Mundo	Valparaiso	103	402	37
Sept. 28	Manuel E. Forbes	San Blas	79	50	4
Sept. 28	Nymph	Rio el Lacao	138	17	5
Sept. 28	Schelde	Valparaiso	74	300	42
Sept. 29	Wm. Melville	Hobart Town	84	219	25
Sept. 30	Paul	Bordeaux via Pan'a	90	201	23
Sept. 30	Cameo	New York	240	221	26
Sept. 30	Regular	Boston	192	387	67
Sept. 30	Pedemonte	Valparaiso	54	163	8
Sept. 30	Mary Anna	Richmond	190	385	121
Oct. 1	Mary Frances	Oahu	25	280	10
Oct. 1	Larco le Marda	Buenos Ayres	186	199	31
Oct. 2	Yeoman	Plymouth	198	173	40
Oct. 2	Monsaur	New York	200	220	47
Oct. 2	Honolulu	Oahu	21	158	11
Oct. 2	Mount Vernon	Meitapoisett	164	388	67
Oct. 3	McKinn	New Orleans		327	113
Oct. 3	Nautilus	New York	222	283	74
Oct. 3	Treaty	New York	222	240	8
Oct. 3	Union	Port Philip	79	73	38
Oct. 3	Two Friends	Panama	165	206	164
Oct. 4	Swallow	Mazatlan	25	20	5
Oct. 5	Laura Ann	Rio	70	146	100
Oct. 6	Selma	New York	177	407	74
Oct. 6	Glenmore	Richmond	182	476	75
Oct. 6	Cinq Freres	Havre	66	289	2
Oct. 6	Canton	New York	188	200	50
Oct. 6	Elizabeth Archer	Sydney	81	338	140
Oct. 6	Maria Victoria	Callao	70	144	77
Oct. 6	Catharine	Valparaiso	92	268	62
Oct. 7	Velasco	Boston	236	278	92
Oct. 7	Dryade	Talcahuano	65	263	29
Oct. 9	Vernon	New York	220	307	7
Oct. 10	California	Panama	23		339
Oct. 10	Arabian	Baltimore	177	112	17
Oct. 10	Clarissa	New York	207	224	28
Oct. 10	Johan Amelia	Panama	110	170	92
Oct. 11	Star of China	Sydney	105	101	44
Oct. 11	Susan Jane	Boston	163	224	12
Oct. 12	Alhambra	New Orleans	180	694	85
Oct 12	Ricardo	Acapulco	60	100	14
Oct. 12	New Jersey	Boston	150	640	210
Oct. 12	St. George	Plymouth	220	388	66
Oct. 12	Prince Charles	Buenos Ayres	88	400	2

Date of Arrival.	Name of Vessel.	Where from.	Days of Passage.	Tonnage.	No. of Pass.
Oct. 12	Susan	New York	210	282	26
Oct. 12	Tasso	Panama	75	286	103
Oct. 12	Susan G. Owen	Philadelphia	151	730	191
Oct. 12	Reform	Valparaiso	50	225	48
Oct. 12	Belvidere	New York	192	390	83
Oct. 12	Salem	New York	214	480	203
Oct. 12	Phœnix	Guayaquil	40	108	7
Oct. 12	Mason	Philadelphia		412	112
Oct. 12	Friendship	New Orleans	210	194	31
Oct. 14	Mazeppa	Port Adelaide	129	163	21
Oct. 14	Sabina	Rio Janeiro	59	217	26
Oct. 15	Gen. Worth	New York	180	173	20
Oct. 15	Amazon	China		420	100
Oct. 19	Walter Scott	Edgartown	156	340	50
Oct. 20	Mary	Hong Kong	65	255	26
Oct. 20	Ann	Oahu	39	66	4
Oct. 21	Montgomery	New Orleans	187	247	30
Oct. 21	Ennerdale	Auckland	70	343	29
Oct. 22	Fredericke	Rio	170	261	5
Oct. 23	Clyde	Auckland	124	40	20
Oct. 24	Eveline	Hong Kong	79	196	18
Oct. 26	Joseph Albino	New Zealand	70	90	43
Oct. 27	Senator	Panama	21	750	160
Oct. 29	Privateer	Oahu	31	63	4
Oct. 29	Arcadian	Boston	260	157	43
Oct. 29	Helen Steward	Hong Kong	70	380	26
Oct. 29	John Bull	Auckland	94	71	24
Oct. 29	Capt. Lincoln	Mazatlan			7
Oct. 30	Diana	Valparaiso	77	250	65
Oct. 30	Mumford	Hobart Town	110	169	27
Oct. 30	Conrad	Buenos Ayres	66	240	36
Oct. 30	Sea Eagle	Boston	235	200	72
Oct. 30	Magdalina	Hamburg	210	300	4
Oct. 31	Unicorn (steamer)	Panama		650	166
Oct. 31	Spartin	Launchentin	88	366	40
Oct. 31	Courier	New York	234	293	59
Nov. 1	Helen Augusta	Boston	170	242	60
Nov. 1	Panama	Panama	21	1,120	320
Nov. 1	Chatham	Boston	168	171	34
Nov. 1	Smyrna	New York	168	272	4
Nov. 1	Frances Ann	Boston	194	446	42
Nov. 1	Athens	Liverpool	235	110	2
Nov. 2	Fraternite	Tahiti	66	27	7
Nov. 2	Patapsco	Montevideo	110	92	6
Nov. 2	Clyde	Valparaiso	61	399	62
Nov. 2	Globe	Talcahuano	121	317	17
Nov. 2	Knickerbocker	Valparaiso	64	344	5
Nov. 2	Amazon	Buenos Ayres	70	200	10
Nov. 2	Canonicus	Valparaiso	63	215	60
Nov. 3	Alfred	New London	210	95	28
Nov. 4	Eugenia	Panama	94	312	121
Nov. 4	Bingham	Valparaiso	64	375	32
Nov. 4	Ann Smith	New Haven	214	214	23
Nov. 8	Thomas Bennet	Charleston	210	483	111
Nov. 8	Louisa	San Blas	53	86	19
Nov. 8	Connecticut	Oahu	16	398	30
Nov. 8	Ralph Cross	Philadelphia		296	40
Nov. 9	Grey Eagle	Mazatlan	17	478	44
Nov. 9	St. Michael	Valparaiso	50	441	44

Date of Arrival.	Name of Vessel.	Where from.	Days of Passage.	Tonnage.	No. of Pass.
Nov. 10	Deucalion	Boston	156	513	2
Nov. 11	Clavelina	Manila	95	180	8
Nov. 11	Speck	Auckland	78	168	60
Nov. 11	Harriet Sprague	New York	175	409	100
Nov. 13	Othello	Charleston	286	370	40
Nov. 17	Canada	New Bedford	160	545	7
Nov. 19	Naumkeag	Providence	255	266	27
Nov. 19	Starling	Oahu	26	109	11
Nov. 21	George	Havre	180	424	141
Nov. 21	Willamantic	New London	250	171	22
Nov. 22	Serena	Buenos Ayres	110	313	9
Nov. 22	Johanna	Hamburg		287	22
Nov. 22	Wasson	Charleston	215	166	51
Nov. 22	Galinda	New York	226	195	78
Nov. 22	F. R. Whiting	Oahu		195	2
Nov. 22	Virginia	Valparaiso	56	280	3
Nov. 22	Oxnard	Boston	150	600	27
Nov. 22	Dutchess of Clarence	Hobart Town	89	274	46
Nov. 22	Adolph	Buenos Ayres	101	248	2
Nov. 23	Franzeska	Rio	101	400	8
Nov. 23	Anna Reynolds	New Haven	250	198	60
Nov. 23	Tonquin	New York	134	495	5
Nov. 23	Balance	New York	240	321	42
Nov. 24	Warwick	Philadelphia	193	350	29
Nov. 24	Chance	London	164	372	21
Nov. 24	America	Valparaiso	48	220	14
Nov. 26	Merithew	Shearsport	152	248	27
Nov. 27	Montana	Bangor	180	365	2
Nov 27	Alcibiades	Valparaiso	50	301	23
Nov 27	Jacob Perkins	Boston	176	379	4
Nov. 27	Coquette	Sydney	80	72	4
Dec. 1	Giraffe	Sydney	87	260	21
Dec. 1	Oregon	Panama	21	1,120	444
Dec. 1	Vesta	Edgartown	229	155	19
Dec. 2	Lucherman	New Zealand	67	565	250
Dec. 2	Mazeppa	New York	230	234	31
Dec. 7	Blakeley	Liverpool	196	315	7
Dec. 9	Magdala	New York	228	298	43
Dec. 9	Frederick	Auckland	81	72	11
Dec. 10	Belampigo	Mazatlan	35	140	20
Dec. 10	Thos. P. Hart	New Orleans	186	188	16
Dec. 10	J. G. Cottey	Norfolk	275	292	39
Dec. 10	Edward	New Bedford	185	343	2
Dec. 10	Aquaria	Hobart Town	90	107	18
Dec. 11	Java	Valparaiso	48	422	33
Dec. 11	Angelique	New York	185	412	30
Dec. 11	Probus	New York	169	647	30
Dec. 12	Peri	London	233	191	33
Dec. 12	Penelope	New York	237	177	13
Dec. 12	Anglona	Lahina	24	86	10
Dec. 13	Edward	Havre	259	650	79
Dec. 13	Hector	San Pedro	18	190	173
Dec. 15	Ceres	Havre	248	200	98
Dec. 15	Louisa	Havre		350	35
Dec. 15	Maria	Philadelphia	128	350	11
Dec. 15	Ella Frances	Panama	99	250	128
Dec. 19	Hope	New York	200	186	19
Dec. 19	Swallow	Mazatlan	26	119	48
Dec. 20	Boston	New York	144	639	28

Date of Arrival.	Name of Vessel.	Where from.	Days of Passage.	Tonnage.	No. of Pass.
Dec. 20	Flora	New London	168	338	32
Dec. 20	Arkansas	New York	142	627	89
Dec. 21	Caster	Valparaiso	58	264	15
Dec. 21	David Malcolm	Lancaster	90	495	61
Dec. 27	Abelle	Mazatlan		228	75
Dec. 27	Louis Phillippe	Baltimore	179	794	32
Dec. 27	John Farnham	Philadelphia		240	2
Dec. 27	Ocean	Panama	62	176	34
Dec. 27	Margaret	Sydney	120	183	86
Dec. 27	Alice	Valparaiso	60	200	7
Dec. 27	Queen Victoria	New York	153	711	7
Dec. 27	Globe	Boston	178	280	10
Dec. 27	Duc de Brabant	Valparaiso	50	230	3
Dec. 27	Henry Ewbank	Boston	215	330	5
Dec. 27	Sacramento	Boston	188	368	6
Dec. 28	Caroline	Lahaina	25	106	4
Dec. 28	Thomas Lord	Auckland	108	70	11
Dec. 30	California	Panama	22	1,150	304